



U.S. Department of Justice

Federal Bureau of Investigation

DEFENDANT'S
EXHIBIT

688

U.S. v. Moussaoui
Cr. No. 01-455-A

In Reply, Please Refer to
File No.

Minneapolis, Minnesota
August 19, 2001

MOUSSAOUI, ZACARIAS;
IT - OTHER

■ This document is classified by paragraph.

■ Nature of the investigation: International Terrorism (199M-MP-60130)

■ Full Field Investigation Initiated: 08/15/2001 (NONUSPER).

■ Request of Minneapolis: Permission to contact the United States Attorney's Office in the District of Minnesota pursuant to prosecution in a parallel criminal matter (265A classification).

■ Investigative Summary

■ This investigation was initiated after Minneapolis received information from Timothy Nelson, employed by Pan Am International Flight Academy, 2600 Lone Oak Point, Eagan, Minnesota, telephone (651) 208-1253, that he and co-workers were training a student they considered suspicious.

■ Pan Am International Flight Academy's Eagan Facility is a fully accredited flight training center which uses flight simulators to train airline pilots from all over the world. Training conducted there consists exclusively of initial training for newly hired airline pilots, or update/refresher training given to active airline pilots. In both cases, the typical student holds a Federal Aviation Administration (FAA) Airline Transport Pilot (ATP) rating or foreign equivalent, is employed by an airline, and has several thousand flight hours.

■ Nelson indicated that Zacarias Moussaoui, who met none of the above criteria, had been in contact with his company's headquarters in Miami, Florida and had paid \$8,000-\$9,000 dollars in cash for training on the Boeing 747 Model 400.

Declassified by:

UC, CTU, OGC, FBI

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aircraft simulator. Nelson indicated that Moussaoui was a foreign national, who claimed that he grew up in France, although he gave the opinion that Moussaoui appeared to be Middle Eastern.

What set Moussaoui apart from all other students in Nelson's experience was that he had no aviation background, and to Nelson's knowledge, no pilot's license. Nelson also considered it odd that Moussaoui indicated that all he wished to learn was how to take off and land the 747 Model 400, giving the reason that this was an "ego boosting thing". At the time Nelson called Minneapolis, Moussaoui had already received two days of classroom training and had been scheduled for 4-5 upcoming simulator sessions over the course of the next few days.

Following this call, Nelson's supervisor, Alan McHale, Manager of Pilot Training in Minneapolis, was contacted in order to determine Moussaoui's exact schedule. McHale indicated that Moussaoui had received his ground school instruction from a contract instructor named Clarence Prevost, who had also indicated that he thought Moussaoui was unusual.

Prevost, who is a retired airline pilot with more than 10,000 flight hours in a wide variety of aircraft, was subsequently interviewed regarding Moussaoui. Prevost is a contract employee of Pan Am who travels to Minneapolis in order to train students. He has been doing so for several years and characterized Moussaoui as unlike any other student with whom he has worked.

At the time Prevost was interviewed, Moussaoui had completed the ground school portion and had done one flight in a low fidelity simulator with him. Prevost was aware that he had been scheduled for several more sessions in the higher-fidelity simulators in the next few days.

Prevost described Moussaoui as a Middle Eastern male, age 30-40, 5'9"-5'11" in height with a heavy build and a trimmed beard. Prevost indicated that he spoke French-accented English and advised that he was very amiable. Prevost noted that Moussaoui was extremely reticent in discussing his background, but did indicate that he had been born in the South of France, but was now living in London, England.

Prevost noted that although Moussaoui lacked aviation experience and knowledge, there were certain systems on the 747-400 in which he was particularly interested. Although Prevost himself brought the subject up, he indicated Moussaoui was extremely interested in the aircraft doors and their operation. Prevost

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requested to arrest him on the overstay violation in order to delay his receiving any further training on the Boeing 747-400 aircraft until he could be interviewed and his true intentions determined. When arrested, Moussaoui was armed with a small sheathed knife in his pocket and admitted that a larger folding-blade knife found under the seat of Al-Attas' car was his.

Subsequent interviews of both men and a consensual search of the effects of Al-Attas revealed the following:

- Al-Attas, during an interview on the evening of 08/16/2001, described Moussaoui's beliefs as having characteristics known to be consistent with those held by Radical Islamic Fundamentalists. He also admitted that Moussaoui is preparing himself to fight and has expressed approval of martyrs in the past.
- During this same interview, Al-Attas indicated that Moussaoui believes that it is acceptable to kill civilians who harm Muslims. Al-Attas was also asked if he had ever heard Moussaoui make a plan to kill those who harm Muslims and in so doing become a martyr himself. Al-Attas admitted that he may have heard him do so, but that because it is not in his own heart to carry out acts of this nature, he claimed that he kept himself from actually hearing and understanding.
- In a sworn statement signed on 08/17/2001, Al-Attas indicated that Moussaoui, whom he knows as Shaqil, would harm "non-believers", described as Jews and Christians, secretly if he believed they were harming Muslims.
- Moussaoui was unable to give a convincing explanation for his paying Pan Am \$8,300 for 747-400 training. Although he indicated that he had completed approximately 50 hours of instruction at a flying school in Norman, Oklahoma, his level of aviation experience was in no way adequate to qualify him for this training. His continued insistence that this was indulging a desire for a "joy ride", clashed with the seriousness with which he was studying and preparing and his anxiousness to return to this when released from INS custody. When arrested, he had among his belongings several Boeing 747-400 Flight Manuals and is believed to have been making provisions to acquire additional data about this aircraft through electronic means.
- Moussaoui had no convincing explanation for the large sums of money known to have been in his possession during his time in the United States. For information, upon arrival he is known to have opened a checking account with a deposit of \$22,000 at a bank in Norman.

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indicated that Moussaoui seemed surprised to learn that the doors cannot normally be opened in flight because of the pressurization of the cabin of the aircraft.

████ The other system in which Moussaoui was interested was the Mode Control Panel (MCP). This is the portion of the aircraft's avionics suite which controls the aircraft when flying in an automated mode and what allows the 747-400 Series aircraft to have a two-person flight crew as opposed to earlier models which required additional pilots. Prevost indicated that at the time they did their one simulator session, Moussaoui already knew how to operate the MCP from previous study. For information, Prevost indicated that the level of automation provided by the MCP gives the 747-400 the ability to fly, navigate, and in some modes land in a fully automated manner.

████ Prevost stated that for his upcoming high-fidelity simulator sessions, Moussaoui stated that he would "love" to fly a simulated flight from Heathrow Airport in England, to John F. Kennedy airport in New York, to include all navigation and communications. He offered no explanation as to why he wished to do this. Prevost was also aware that Moussaoui was interested in booking additional simulator sessions after he finished his currently scheduled syllabus.

████ Investigation by Minneapolis Joint Terrorism Task Force (JTTF) Immigration and Naturalization Service (INS) Special Agents revealed the following information regarding Moussaoui and the individual believed to be traveling with him, Hussein Al-Attas:

- Moussaoui, a resident of the United Kingdom, traveling on French passport # AE27016, entered the U.S. at Chicago, Illinois on 02/23/2001 on a visa waiver. Under the terms of the visa waiver program, citizens of certain countries may enter the U.S. without applying for a visa, however they are allowed to remain in the U.S. for no more than 90 days from the date of entry. According to the INS records, Moussaoui was admitted to the U.S. only until 05/23/2001 and was therefore in an overstay status and subject to arrest any time after this date.

- Al-Attas, a resident of Saudi Arabia, traveling on Yemeni passport #0503693, is in the U.S. on an F1 (student) visa, first issued in 1995. Al-Attas indicated to INS that he is a student at the University of Oklahoma at Norman.

████ As these individuals had been located by the afternoon of 09/16/2001 and Moussaoui was known to be scheduled for a simulator session beginning at 6:00 p.m. that evening, INS was

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Oklahoma. Minneapolis opines that Moussaoui's income from his self-described employment as a freelance telemarketer in the UK would not be adequate to allow him to spend \$8,300 for aviation training of no value to his stated goal of becoming a pilot. Although Al-Attas indicated that he is aware that Moussaoui receives money from overseas via a bank in Norman, Oklahoma, he had no information as to the source.

- Moussaoui was likewise unable to convincingly explain a trip to Pakistan lasting from December 2000 until February 2001, initially informing Agents that this was for "personal reasons". He later indicated that he was in Pakistan in attempting to find a wife. Recipients will note that Moussaoui arrived in the U.S. only 16 days after leaving Pakistan.

Minneapolis believes that Moussaoui and, to a lesser extent Al-Attas, were deceptive in their answers regarding their reasons for being in the U.S. and their involvement in terrorist activities. Further, Minneapolis believes that Moussaoui is an Islamic extremist preparing for some future act in furtherance of the goals of his as yet unidentified group and that he is being aided by Al-Attas.

On the basis of investigation to date, Minneapolis has reason to believe that Moussaoui, Al-Attas, and others yet unknown are conspiring to commit violations of federal criminal code as set forth in Title 18 Section 2332b, entitled Acts of terrorism transcending national boundaries, in that they are "attempting or conspiring to destroy or damage any structure, conveyance, or other real or personal property within the United States". Further, statements made by both Moussaoui and Al-Attas demonstrate that they have used interstate and foreign commerce in furtherance of the offense.

In addition, information developed relating to Moussaoui's training on the Boeing 747-400 aircraft gives reason to believe that he is also conspiring to commit violations as specified under Title 18 Section 32, entitled Destruction of aircraft or aircraft facilities, in that, on the basis of his possession of weapons and his preparation through physical training for violent confrontation, his plan is believed to involve the performance of violence or incapacitation of individuals on aircraft in the special aircraft jurisdiction of the United States or on any civil aircraft employed in foreign air commerce, for the purpose of gaining control of the aircraft for his own ends. Investigation has not yet shown what these ends are, but information pertaining to this is expected to be developed through future investigation.